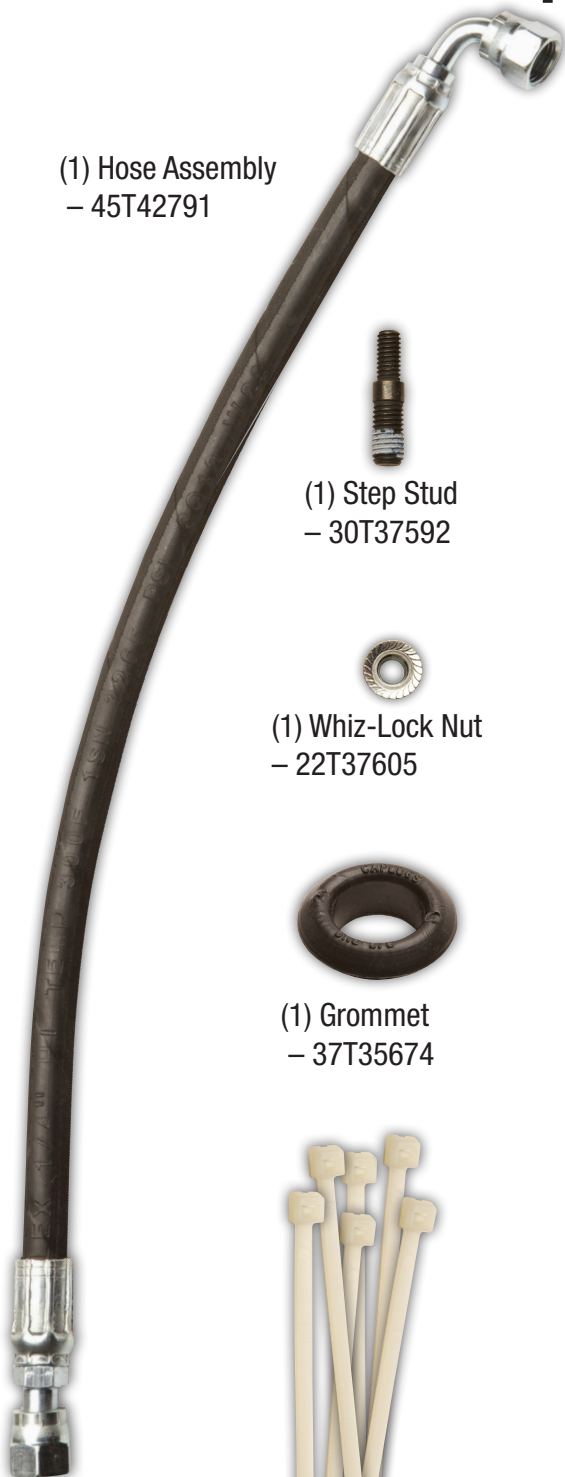




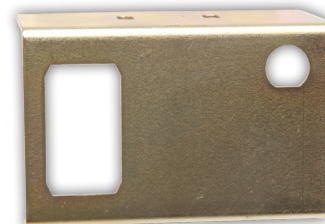
FR66F1209D3*X PTO Installation Kit Contents

Kit # 43TK5209

(1) Hose Assembly
- 45T42791

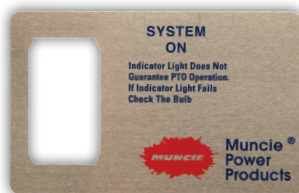


(1) Metric Straight x ORSF
- 43T42793



(1) Dash Bracket
- 36MA1005

(1) Step Stud
- 30T37592



(1) Face Plate
- 36T36271

(3) 12-Point Capscrews
- 19T42075



(1) Whiz-Lock Nut
- 22T37605



(2) Shoulder Studs
- 20T37914



(1) Grommet
- 37T35674



(1) Elbow Fitting
- 43T42792



(1) Dash Bracket Bolt Kit
- 36MK1007



(2) Spiralock Nuts
- 22T39282



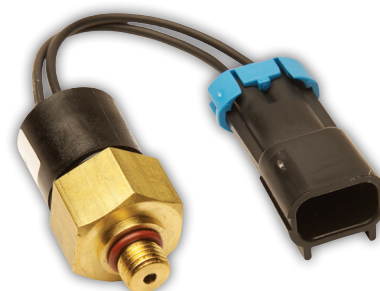
(6) Wire Ties



(1) Rocker Switch
- 30T35687



(1) Pressure Switch
- 30T41642



WIRE HARNESS 34T41671 FOR USE IN EITHER STATIC

**MPP Harness
Wire Color**

Blue/White

Yellow/Green

White/Brown

Green

Gray/Violet

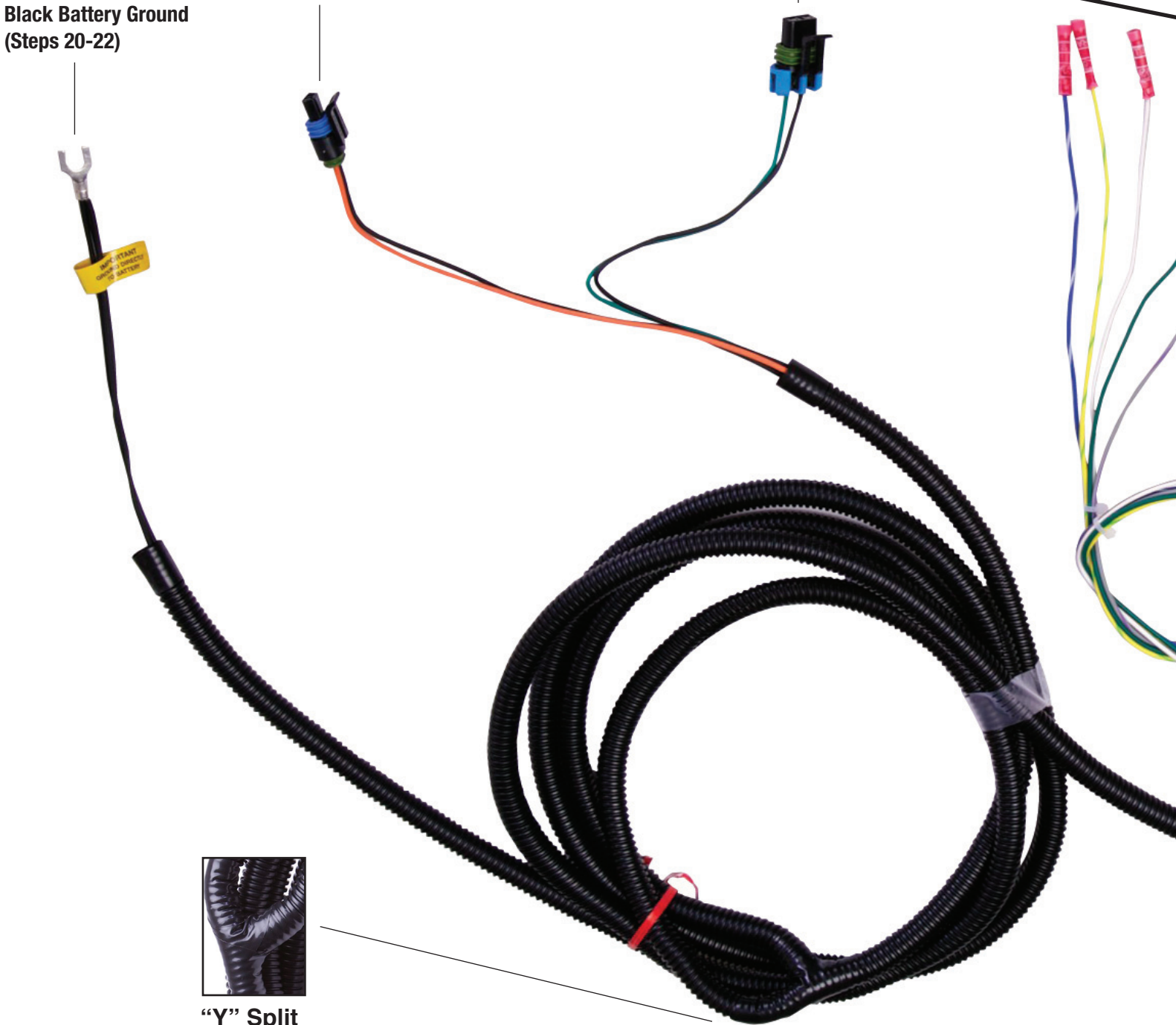
Violet

(Steps 23-3

Black Battery Ground
(Steps 20-22)

Activation Solenoid
(Steps 20-22)

Pressure Switch
(Steps 20-22)



“Y” Split

⚠ Warning! Read all safety information before
Additionally, you must have completed the installation

STATIONARY OR MOBILE MODE. (F250 – F550 DIESEL ONLY)

Ford Wire Color

Blue/White

| | | | | |
|------------------------|--------------|----|--------------------|-------------|
| <i>Stationary Mode</i> | Yellow/Green | or | <i>Mobile Mode</i> | Blue/Orange |
|------------------------|--------------|----|--------------------|-------------|

White/Brown

Green

Gray/Violet

White/Blue
(Yellow/Orange-Early Build)

30, and Step 33)

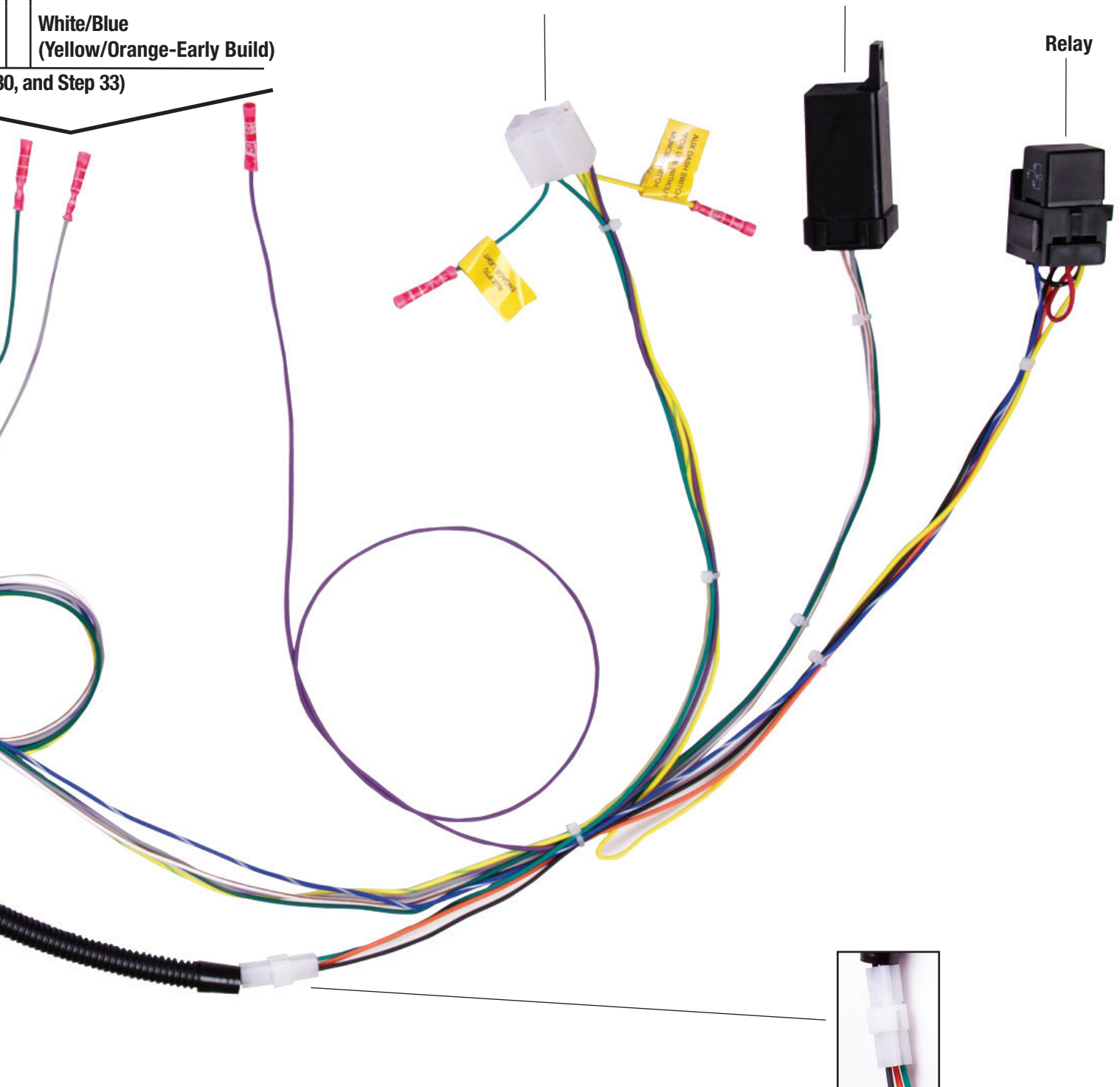
Potentiometer

(Stationary Mode Only)

Turn Clockwise to Increase RPM

Note: The adjustment screw will increase the set RPM of the engine from the pre-set 900 RPM. Speeds below 900 RPM are not recommended.

Rocker Switch connection
(Steps 31-32) (Green Wire on top)
(Use both Green and Yellow wires when not using Muncie Switch).



4-Wire Connector

Be installing the wire harness for FR66 PTO.

on of the FR66 PTO prior to installing the wire harness.

19. (From step 19, page 10 of Installation/Owners Manual)

20. Separate the wire harness at the 4-Wire connector. The engine compartment portion of the wire harness has (3) connections: the battery ground, activation solenoid, and pressure switch.

21. Connect the wire harness to the pressure switch and solenoid (both are on the FR66 PTO). Also connect the ground lead of the harness to the battery ground terminal.

22. Now route the 4-Wire connector of the engine compartment half of the wire harness to feed into the cab. The connector is designed to fit through the 5/8" grommet (37T35674). Be sure to tie the harness away from rotating components (driveshaft's, belts, etc.).

23. Remove the access panel located below the steering wheel. (Figure 1)

24. Locate the 4-Wire connector that was fed through the passenger barrier and re-connect the in-cab half of the harness to the engine compartment half.

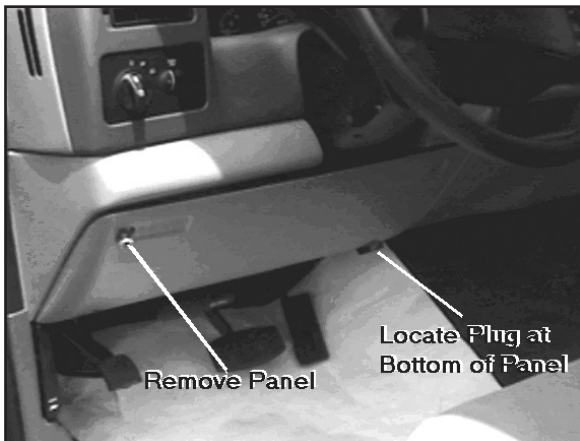


Figure 1

25. In the cab, near the parking brake pedal, you will find the Ford blunt cut wires for connection to the FR66 PTO wiring harness. Easier access to the wires can be obtained once the access panel has been removed and by removing the screws holding the fuse box. (Figure 2)



Figure 2

26. Connect the Muncie Blue/White wire to the Ford Blue/White Wire; circuit PTO-RELAY.

27. For **Stationary Operation**, connect the Muncie Yellow/Green wire to the Ford Yellow/Green wire; circuit PTORS1. For **Mobile Operation**, connect the Muncie Yellow/Green wire to the

Ford Blue/Orange wire (Blue/Gray early build); circuit PTORS2. (Connect the Muncie wire to only one of the Ford Wires)

28. Connect the Muncie White/Brown wire to the Ford White/Brown wire; circuit PTOREF.

29. Connect the Muncie Green wire to the Ford Green Wire; circuit PTO_RPM.

30. Connect the Muncie Gray/Violet wire to the Ford Gray/Violet wire; circuit PTORTN.

31. Install the Muncie switch (30T35687) into the Muncie switch bracket (36MA1005) or the dash. (If using a Ford Auxiliary Switch, connect the Green Muncie wire lead to the Aux. Light and connect the Yellow wire lead to the Aux. Dash Switch.)

32. Route the wire harness to the bracket or switch location. Attach the switch connector block to the switch. (Note: the Green wire needs to be at the top of the switch.)

33. Connect the Muncie Violet wire to the Ford White/Blue (Yellow/Orange early build) 12V ignition switch power source. (Figure 3)

34. With the **Truck in park and the PTO switch in the "Off" position, start the truck.** Listen for a few seconds for any unnatural noises. **Always stay clear of rotating components.**



Figure 3

(Note: Should an unnatural noise occur, SHUT OFF the engine and place the ignition keys in your pocket. Remove the FR66 PTO and examine both the FR66 PTO and the transmission for any defects. Always keep the FR66 PTO and transmission run time to a minimum.)

35. Check transmission oil level and fill to proper level per instructions found in vehicles owner's manual. Adding a PTO will require additional transmission fluid. Run engine for 5 to 10 minutes to check for leaks. **Always stay clear of rotating components.**

36. **SHUT OFF engine and place the ignition keys in your pocket.** Inspect the cap screws to make sure they are properly tightened. Mounting bolts should be checked on a regular basis. Re-Install the 4x4 drive shaft if removed in step 3 of the PTO installation process.

37. For help installing pumps or other equipment refer back to page 11 of Installation/Owners Manual.



**Muncie®
Power
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